

## IDENTIFICATION OF MATERIALS AND HAZARD COMMUNICATIONS

As stated in the Federal Register, dated August 16, 2004, a package of TIH material must be marked with: (1) "INHALATION HAZARD"; (2) the proper shipping name of the material; and (3) a 4-digit UN identification number. Tank cars are also marked with a code related to the specification to which they are built.

I would suggest removing "INHALATION HAZARD" and the proper shipping name markings. This wouldn't totally generalize the tank car, but would add a little "camouflage." Emergency responders would still have the tank car's placards and the 4-digit UN identification number (which in many cases is incorporated on the placard) for initial identification of the tank car's product and the train's consist for additional identification.

The removal of the two markings would require relatively little in cost to remove. They could actually be painted over, with the exception of those tank cars that have been painted a particular color for the owner.

## TEMPORARY STORAGE OF TIH MATERIALS IN RAIL TANK CARS

Rail switch yards have very minimal security. In this type of situation, any security is better than no security. The fencing of switch yards would have a primary effect of funneling undesirables to an opening in the fence. Fence openings would primarily be the railroad's entry and exit to and from the switch yard. Whether that opening is guarded or not would have an effect of deterring most people.

Obviously the cost of fencing in all rail switch yards could be quite expensive and the comment that a fence wouldn't hold back anyone who really wanted to get into the switch yard holds true. But again, any security is better than no security.